



## INTIMATIONS.

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(GENTLEMEN'S OUTFITTING DEPARTMENT.)

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Natural CASHMERE. Coloured CASHMERE, and Fay Striped CASHMERE  
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Bath BLANKETS, Bath GOWNS, Bath BRUSHES.

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(The only remedy for prickly heat.)

HONGKONG TRADING CO., LTD.  
Hongkong, 1st August, 1890.

## BY APPOINTMENT.

A. S. WATSON & COMPANY LIMITED.  
ESTABLISHED A.D. 1841.

## MANUFACTURERS OF AERATED WATERS.

THE AERATED WATER MANUFACTORY is supplied with the best Machinery, embodying the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water supply, to secure which we have added a Committee capable of supplying us with 3,000 gallons of distilled water a day, and a position to compete in quality with the best English Makers. Our Swiss Waters cannot be equalled in purity.

The best ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## LARGE BOMBAY "SODAS."

We continue to supply large bottles as heretofore, free of Extra Charge, to those our Customers who prefer to have them in the ordinary size.

THE CHAMBER OF TRADE & ORDERS, whenever circumstances are favourable, by steamship leaving after receipt of order.

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Counterfoil Order Books supplied on application.

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"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

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## SODA WATER.

## LEMONADE.

## POTASH WATER.

## LITHIA WATER.

## SARSAPARILLA WATER.

## TONIC WATER.

## GINGER ALE.

## GINGERADE.

No Credit given for Bottles that look dirty, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.  
Hongkong, China, and Manila.

NOTICE TO RESPONDENTS.

One or two particular cases in this column should be addressed to "The Editor," and the address with communication is addressed to the editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper.

Two copies of the paper of the Daily Press should be sent before 11 a.m. on the day of publication.

After the paper is sent the supply is limited.

Telegraphic Address Press, Telephone No. 12.

The Daily Press.

Hongkong, August 5th, 1890.

The brief telegram from Haiphong, published in yesterday's issue, announcing the return of the steamer *Yunnan* from Laokay is of more than passing interest. This boat was built for special purposes, which she has successfully accomplished. When France first thought of acquiring Tonkin it was believed that by means of the Songkoi or Red River the trade of Western China or at least of Yunnan might be attracted to Haiphong, and there good grounds for the belief. The trade route from Pakhoi to Yunnan-fu consumes 64 days, whereas that from Haiphong to Yunnan-fu old Mekong could be made in 40 days, partly by steam to Hanoi, by junk from Hanoi to Laokay, and thence to Muangsho, and by pack animals to Yunnan-fu through Mekong. But M. d'Angrand, the enterprising managing partner of the Service Subventionné des Correspondances Fluviales au Tonkin, conceived the idea that a light draught steamer could ascend the river as far as Laokay, and he made the experiment successfully some two years ago. Since then he has induced the Government to undertake the blasting of some of the more dangerous rocks in the river, which work was performed by the light steamer *Tsao* a few months ago. M. d'Angrand having charge of the operations. Meantime a steamship was being built at the works of the Company from the designs and under the superintendence of Mr. W. C. Jack, the energetic and capable manager, and having undergone a successful trial trip, the *Yunnan* left Haiphong on the 23rd July for Laokay with Messrs. d'Angrand and Jack and a number of officials on board, and has now completed the round trip, proving to be demonstration the practicability of steam navigation on the Songkoi to within three days' journey of the Yunnan frontier. The result is most important. Instead of sending goods via Pakhoi to Yunnan-fu in 64 days, they can now be despatched via Haiphong in 26 days with a great saving in cost of freight and freedom from barrier and other dues. There can be no doubt, under these circumstances, which route the merchants and traders of Hongkong and Canton will select, and we confidently look forward to an early and considerable expansion of the trade with Yunnan through Tonkin. There is to some extent a rivalry between England and France for the trade of Western China, the former hoping to secure it through Burma, the latter seeking to capture it through Tonkin. But that rivalry is neither keen

nor unfriendly, and we have no hesitation in awarding to the French in Tonkin the meed of praise for their energy and enterprise which is their due; and we cordially congratulate them upon the result. We only hope that having gained this success, they will not do anything to mar it by attempting to impose prohibitive transit dues later on.

The tariff recently adopted has done much to check the progress of Cochinchina and Tonkin, and it would be a pity if any idea of making revenue out of the through trade from Yunnan were to tempt the French Government to repeat the practical exception from duty of goods in transit. The present Government at Hanoi are not likely to essay the destruction of the goods to get at the golden egg, but the Paris Government may grow impatient at the cost of the colonies and seek in this or other mistaken ways to reduce it. This is but a warning by the way, and we trust it may not be needed. Meantime we are glad to see enterprise rewarded, and hope the French success may spur the Authorities in Burma to open up a trade with Taif-ku and northern Yunnan, which will be theirs for the asking.

The P. & O. steamer *Sutlej* left Shanghai for this port on the 2nd inst at 11.30 a.m.

While one of the crew of the ship *Londesdale* was bathing at Weihaiwei on the 28th ult, he was accidentally drowned.

The Agents (Messrs. D. S. Sonowal, Sons & Co.) inform us that the steamer *Japan* from Calcutta left Singapore for this port yesterday.

The Agent informs us that the P. M. steamer *China* left San Francisco on the 21st ult, to be followed by a majority of the shareholders, and that this Company should be liquidated, since that which was then passed, so that the proceedings which are necessary for winding up the Company in a proper, legal manner have to be commenced over again. I think the General Manager is right in the right to call an extraordinary meeting of the shareholders to vote upon an extraordinary meeting upon a requisition made in writing by three or more members holding in the aggregate not less than one-fifth of the shares. Such a requisition has been made by the General Manager, and I hope that he will be able to get the validity of the resolution accepted.

The P. & O. steamer *Edgar*, which sailed on July 28th, arrived at San Francisco on July 31st, making the run from Yokohama in 14 days.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the *Gen. Lin* steamer *OK* leaves from Antwerp and London for this port, left Singapore on Saturday evening.

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The *China*



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